

CLASSIFICATION

SECURITY INFORMATION

COUNTRY East Germany

REPORT NO.

TOPIC Parchim Airfield

25X1X

EVALUATION PLACE OBTAINED

25X1C

25X1C

DATE OF CONTENT DATE OBTAINED

DATE PREPARED 16 June 1953

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

1-1 sketch on ditto

REMARKS

25X1X

1. When Parchim airfield was taken over by the Bau Union, an old fuel dump was in existence at the field. The installation consisted of five permanent buildings each of which housed two perpendicular fuel containers fitted with pumps and gauges. The fuel containers were interconnected and had a total capacity of 400 cubic meters. The new fuel tank installations planned to be erected were to consist of two batteries with ten fuel containers each, each of the containers having a storage capacity of 23 cubic meters. The new fuel tank installation was also to be built in the southeastern corner of the field. After completion of this installation, a total of 860 cubic meters of fuel could be stored at the field.¹
2. Twenty type-II aircraft revetments were to be built in the northern portion of the field. Concrete surfaces available in the area were to be utilized. Five type-I aircraft revetments were scheduled to be constructed at both the northwestern and the northeastern side of the field. Type-I aircraft revetments had a longer hardstand than type-II revetments. The concrete surface of this hardstand was 15 cm thick. Another ten aircraft revetments were to be built in the southeastern portion of the field along a taxiway 10 meters wide. The 15-cm concrete surfaces were to be applied upon a 10 cm gravel layer.
3. The concrete aprons available were 18 cm thick. In places where the aprons had to be rebuilt, a thickness of 15 cm was planned. The new taxiway planned in the area of the destroyed buildings was to be 10 meters wide. The old taxiway which had a width of 8 meters was to be utilized as far as possible.
4. The two connecting lanes between runway and taxiway were to be 18 meters wide and their concrete layer, which was also applied upon a 10-cm gravel layer, was to be 20 cm thick. The two connecting lanes were to be provided with drainage facilities. Safety areas were to be constructed at both ends of the runway. These areas were to be cleared of brush-wood and leveled.
5. The spur track of the field had been extended as far as a storage shed for cement. The track was built on an embankment 2.5 meters high.¹

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- 25X1A 6. [] Major Mironenko (fnu) introduced a Soviet air force senior lieutenant from the Werder air force construction headquarters. This senior lieutenant whose name could not be determined was to serve as a Soviet inspector at the installation. 2
- 25X1A 1. [] Comment. For location of the installations mentioned, see Annex.
- 25X1A 2. [] Comment. Major Mironenko is attached to the Soviet air force construction headquarters in Werder. He is in charge of airfield construction projects.

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Legend.

- 1 New fuel dump
- 2 20 type-II aircraft revetments built along a taxiway
- 3 Groups of five aircraft revetments
- 4 Ten aircraft revetments
- 5 Connecting lanes, 18 m wide, 20 cm thick
- 6 Temporary connection, grown over with grass
- 7 Safety areas
- 8 Extension of spur track with cement storage shed

Installations at Parchin Airfield